

**CITY PLANNING COMMISSION**

**CITY AND COUNTY OF HONOLULU**

**ANNUAL REPORT**

**1945**

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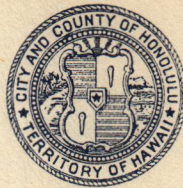
THE CITY PLANNING COMMISSION  
of  
HONOLULU

ANNUAL REPORT  
REVIEW OF ITS WORK FOR THE YEAR 1945

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CITY AND COUNTY OF HONOLULU



J. HOWARD ELLIS, Chairman  
A. A. WILSON, Vice-Chairman  
GEO. K. HOUGHTAILING, Planning Engineer and  
Executive Secretary



J. HOWARD ELLIS  
GEORGE P. DENISON  
A. A. WILSON  
ALEXIS J. GIGNOUX  
THOMAS B. VANCE  
EDWARD A. BOLLES  
KENNETH W. ROEHRIG  
FREDERICK P. LOWREY  
HENRY C. H. CHUN-HOON

CITY AND COUNTY OF HONOLULU  
CITY PLANNING COMMISSION  
HONOLULU HALE  
HONOLULU 43, HAWAII

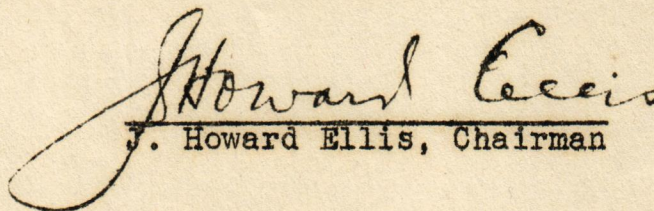
March 1, 1946

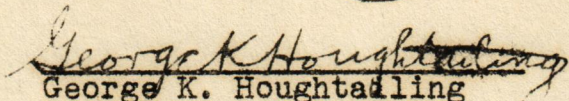
Honorable Mayor and Members of  
the Board of Supervisors  
City and County of Honolulu  
Honolulu 43, T. H.

Gentlemen:

The City Planning Commission transmits  
herewith its annual report outlining a review of  
its work for the year 1945.

Respectfully submitted,  
CITY PLANNING COMMISSION

  
J. Howard Ellis, Chairman

  
George K. Houghtailing  
Chief Planning Engineer  
and  
Executive Secretary



# CITY PLANNING COMMISSION

Members as of December 31, 1945

- |    |                     |               |
|----|---------------------|---------------|
| 1. | J. Howard Ellis     | Chairman      |
| 2. | A. A. Wilson        | Vice Chairman |
| 3. | George P. Denison   | Member        |
| 4. | Alexis J. Gignoux   | Member        |
| 5. | Thomas B. Vance     | Member        |
| 6. | Edward A. Bolles    | Member        |
| 7. | Kenneth W. Roehrig  | Member        |
| 8. | Frederick P. Lowrey | Member        |
| 9. | Henry Chun-Hoon     | Member        |

George K. Houghtailing  
Chief Planning Engineer  
and  
Executive Secretary



## FOREWORD

The 1945 annual report of the City Planning Commission to the Honorable Mayor and the Board of Supervisors outlines briefly its activities and accomplishments during the past year.

A review of the activities of the City Planning Commission during the past year indicates a great increase in routine work, such as passing on subdivision and zoning applications. This increase of activities was during the remaining war period. Now with the cessation of hostilities, it might be safe to anticipate that the Commission's activities on these particular matters as well as other general developments and improvements will be greatly accelerated in the years ahead.

A study of the future building program for much-needed private housing and business and industrial needs indicates what the future has in store for the development of urban and rural land within the City and County of Honolulu.

Besides passing on subdivision and zoning applications, the Commission has continued its efforts toward the completion of the Master Plan for the city of Honolulu.

Probably the major planning projects of the year have centered around the study for much needed off-street parking facilities for the downtown business district and the study on the need for an urban redevelopment program for the deteriorated and outmoded sections of our city. The need for urban redevelopment legislation is apparent. This study is to be continued during the coming year, with the hope of having a complete report prepared for the 1947 legislature.

The Commission, during the past year, worked in cooperation with other governmental agencies and community groups in the study and



selection of sites for low-cost emergency housing and sites for the relocation of piggeries from the city of Honolulu. They also worked with the various community associations throughout the City and County in the study of much needed improvements, such as streets, utilities, parks and playgrounds, and other elements so essential to the health, welfare, and safety of the community.

The increase in the routine work has made necessary many special meetings and public hearings.

The Commission's accomplishments during the year 1945 is very gratifying. Its success has been due to the united efforts of the various municipal departments, such as the Department of Public Works, the Board of Water Supply, the Building Department, the City and County Attorney's and the Public Prosecutor's offices. Other governmental agencies and private interests have also cooperated to the extent that the City and County has benefited.



### MEETINGS

During the past year, the Commission has held fifty-two regular meetings, including forty-eight public hearings. In addition to the regular meetings, there was an equal number of committee meetings for investigational studies dealing with subdivisions, zonings, emergency housing sites, civic center plan, off-street parking for downtown Honolulu, zoning for heights of buildings (avigation easement) for hazardous area within the proximity of John Rodgers Airport, rural highway protective zoning, urban redevelopment plans, proposed rural sites for the relocation of the hog industry from the city, parks and playgrounds, and other miscellaneous matters. Had it not been for these special meetings, the work of your Commission would have been immeasurably retarded, which would not have been to the best interest of the City and County government and the general public.

In addition to the meetings outlined above, special meetings were held with the Mayor and the Board of Supervisors for the purpose of discussing matters outlined in the previous paragraph, as well as sections of the Master Plan, dealing with proposed street and highway improvements, and other features necessary for the future orderly development of the City and County of Honolulu.

Members of the Parks Board, representatives of the Department of Public Instruction, representatives of the Board of Health, and representatives of other Territorial and City and County government departments as well as other interested organizations and individuals were invited to meet with your Commission from time to time during the year to disouss topics of mutual interest regarding the Master Plan and other projects of importance for the betterment of the city.



### Land Use Policy and Regulation:

The City is able to directly influence the use of private land within the City and County of Honolulu through its authority to approve subdivision plats and through zoning, and to a great degree through the Master Plan in sections adopted to date.

### Subdivision Plats:

Inspite of the curtailment of building activities, due to war-time conditions, the real estate market was very active. This is reflected by the number of subdivision applications submitted for the Commission's consideration and action. Three hundred and eighteen (318) applications were received by the Commission.

Two hundred and twelve (212) applications were granted approval or final approval on the basis that street improvements and utility services existed to serve the lots within the subdivisions. Preliminary approvals were granted to forty-five (45) applicants, which were subject to the construction of necessary improvements under the requirements of the Subdivision Ordinances and/or Subdivision Regulations for subdivisions submitted within sections of the Master Plan Approved. Bonds for estimated cost of improvements, totaling \$164,470.00, were posted for seven subdivisions of the forty-five granted preliminary approval.

Construction plans for the other subdivisions granted preliminary approval are now being prepared by the respective private engineers for the subdividers.

Fourteen (14) applications were disapproved because of non-compliance with the requirements of the Subdivision Ordinances and/or Building Code. Action on forty-seven (47) applications were withheld pending the subdividers' conformance with the Building Code or making



necessary adjustments in and renovation of existing improvements to conform to the requirements of the Subdivision and Zoning Ordinances or the Building Code.

Emergency Procedure:

The City Planning Commission, in order to encourage the building of much needed homes, continued its emergency policy, which was adopted during the period of the war, of granting approval to subdivisions where improvements were required upon the filing of a bond. The bond to be in the form of a certified check for the sum of the estimated cost of construction of utilities and street improvements within the subdivision. This allowed the subdivider to proceed with the construction of homes simultaneously with the construction of improvements. The continuation of this policy for the year 1945 was deemed advisable in view of the shortage of necessary materials and labor. Many subdividers have made use of this procedure and it has encouraged the building of some five hundred (500) much needed homes during the trying war period 1942-1945. This number represents homes built on subdivisions submitted during this period and does not take into consideration other dwellings built on lots already subdivided of record prior to 1942.

The bond provides: (1) A guarantee to the prospective buyer that road construction and utility installations will be constructed in accordance with the Subdivision Ordinances and Regulations when materials and labor become available; and (2) A guarantee to the City and County that new subdivisions will pay their own costs.

Now, as we enter the post-war period, it might be well to review the subdivision activities for the period 1942-1945. On the basis



of this experience, the City Planning Commission forecasts an acceleration in the subdivision program for the City and County of Honolulu in the coming years. The demand for houses to shelter the increased population leaves this statement go unchallenged.

### SUMMARY OF SUBDIVISION APPLICATIONS

#### From 1942 to 1945

#### 1942

- A. Total subdivision applications -- 114
  - 1. Approval or preliminary approval -- 80
    - a. Bond posted for three subdivisions
      - (1) Total estimated cost of construction --  
\$10,300
  - 2. Disapproval -- 13
  - 3. Failed to be completed and no action taken -- 21

#### 1943

- A. Total subdivision applications -- 196
  - 1. Approval or preliminary approval -- 143
    - a. Bond posted for four subdivisions
      - (1) Total estimated cost of construction --  
\$19,600
  - 2. Disapproval -- 9
  - 3. Failed to be completed and no action taken -- 44

#### 1944

- A. Total subdivision applications -- 365
  - 1. Approval or final approval -- 213
    - a. Bond posted for twenty subdivisions
      - (1) Estimated cost of construction --  
\$319,785



2. Preliminary approval -- 64 (all completed)
3. Disapproval -- 18
4. Failed to be completed and no action taken -- 70

## 1945

- A. Total subdivision applications -- 318  
(To date - December 20, 1945)
  1. Approval or final approval -- 212
    - a. Bond posted for seven subdivisions --  
\$164,470
  2. Preliminary approval -- 45
  3. Disapproval -- 14
  4. Failed to be completed and no action taken -- 47

TOTAL ESTIMATED COST OF CONSTRUCTION \$514,155

In reviewing the tabulation of the subdivisions requiring construction and improvements for the period 1942-1945, it is noted that bonds have been posted to guarantee construction of improvements estimated at \$514,155. Improvements in some of the subdivisions have been completed according to approved plans. The City and County did not contribute any money for these improvements. It is, therefore, gratifying to note that under the control of subdivisions vested in your Planning Commission, the people of this city are getting street improvements and utilities, such as water and sewer constructed without sharing in the cost. The continued rigid control of the Subdivision Ordinances and Regulations will insure orderly and efficient development for the future and new areas will pay their own way.

The success of the control of subdivisions during the past years has been through the cooperation of the City and County Department of Public Works, the Board of Water Supply, the Building Department, the



Board of Health, and the private Engineers and/or Surveyors. The relationship of the City Planning Commission to the real estate development is very close, and the Commission, in its exercise of control over the subdivision of undeveloped land, has maintained and upheld the interest of all the people of the city.

Zoning:

Fifty-two (52) applications for zoning changes were submitted or initiated by the Commission. Of the fifty-two (52) applications for zoning changes under consideration during the year, thirty-three (33) of these changes were effected through adoption of City Planning Resolutions after duly authorized public hearings.

Applications for zoning changes approved and officially adopted were classified as follows:

Business	23
Industrial	4
Semi-Industrial	1
Hotel and Apartment	3
Class "A-1" Residential	1
Class "A" Residential	1

Nineteen (19) applications were denied on the basis that it would not be in the interest of public benefit and further it would be detrimental to the best interest of the community and neighborhood. In the majority of the cases listed, the surrounding property owners objected to the proposed changes:

Business	13
Industrial	4
Hotel and Apartment	2

Besides the applications for zoning changes, your Planning Commission reviewed thirty-nine (39) applications for variances from zoning regulations to permit non-conforming uses to meet the emergency rather than change in the zoning regulations. Variances granted were for specific uses. Fifteen (15) variance permits were effected after duly authorized public hearings. Ten (10) variance applications were disapproved and five (5) applications were withdrawn.

It is noted that a number of applications were disapproved because upon investigation by the Zoning Committee, it was found that the granting of the variances were not for the best interest of the neighborhood and it would be detrimental to the health and safety of the community.

Some of the variances granted were for the purpose of providing temporary housing accommodations in areas zoned strictly for restricted residential use. The variance permits were granted with the understanding that they are temporary in nature. Several of the variances granted were for specific use, under Section 112 of the Revised Ordinances of Honolulu, 1942. This type of variance was granted for a particular use, rather than change the existing zoning regulations.

Details of the zoning changes and variance permits approved are as follows:

Business District:

- No. 22 McCully - Between Punahou Street and Waiaka Road
- No. 24 Kapahulu - Between Waiālae Avenue and Kanaina Avenue
- No. 102 Palolo Avenue and Kauhana Street
- No. 103 Moiliili - Corner of King Street and University Avenue
- No. 104 Manalo and Waiola Streets

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CITY AND COUNTY OF HONOLULU



- No. 105 Southeast side of Hauoli Street
- No. 106 Pumehana and Waiola Streets
- No. 107 McCully and Waiola Streets
- No. 108 Waiola and Paani Streets
- No. 109 Algaroba Street - Between Williwili Street and Makahiki Way
- No. 110 Southeast side of Husten Street
- No. 111 Northwest side of Husten Street
- No. 112 Waiialae Avenue opposite Kapahulu Avenue
- No. 113 South King Street between Kapiolani Boulevard and Waiaka Rd.
- No. 114 Waiialae Avenue and South King Street
- No. 115 Kaimuki Avenue near Kapiolani Boulevard
- No. 116 Leahi Avenue and Hollinger Street
- No. 117 Kalakaua Avenue - Opposite Uluniu Avenue
- No. 118 Kewalo - Mauka of Kapiolani Boulevard
- No. 119 Kewalo - Rear of K.G.M.B. Radio Station

Rural Business District:

- No. 6 (Extension) Kailua - Oneawa Street
- No. 16 Kailua, Kailua Road
- No. 17 Kahaluu, Kamehameha Highway - Opposite  
Ahuimanu Road

Industrial:

- No. 3 Kapiolani Boulevard near Sheridan Street
- No. 6 Kalihi-kai - Makai of O.R.&L. right-of-way, between  
Libby and Kalihi Streets
- No. 7 Kalihi-kai - Ewa of Puuhale Road

Rural Industrial:

- No. 4 Wahiawa - Between Muliwai Avenue and O.R.&L. right-of-way

Semi-Industrial:

No. 3 Kewalo-Kakaako - Ewa of Piikoi Street

Hotel and Apartment:

No. 4 Lower Manoa - Dole Street Extension and University Avenue

H McCully - Makai of King Street, between Kalakaua Avenue  
and Kapahulu Avenue

No. 5 Waialae Avenue - Between Waialae Avenue and Kapiolani  
Boulevard

Class "A-1" Residential:

No. 2 Manoa Uplands - Northwest side of Manoa Road

Class "A" Residential:

No. 19 Waahila - Kanewai

Variance Permits:

No. 25 P. Y. Chong  
Location - Manoa Valley, between Manoa Stream and  
Waahila Ridge  
Purpose - Farming in a Class "A" Residential District

No. 26 Mutual Telephone Co.  
Location - Kailua, Kuulei Road and Maluniu Avenue  
Purpose - Building to house automatic dial telephone  
exchange in a Class "A" Residential District

No. 27 Mary Kanilao  
Location - Merkle and Nihi Streets  
Purpose - Rooming house in a Class "B" Residential District

No. 28 William and Marie Mitchell  
Location - Kalihi and Akahi Streets  
Purpose - Washing and polishing cars in a Class "B"  
Residential District

No. 29 Hobron Land Trust  
Location - Ala Moana  
Purpose - Repairing of boats in a Hotel and Apartment  
District



- No. 30     Alfred K. D. Ching  
            Location - Palolo Avenue  
            Purpose - Off-street parking lot in connection with  
                         Business District No. 102
- No. 31     Francis K. Aona  
            Location - Hobron Lane  
            Purpose - Luaus, parties, and entertainment in a Hotel  
                         and Apartment District
- No. 32     Dr. Tadao Hata  
            Location - 1713 S. Beretania Street  
            Purpose - Physician's office in a Hotel and Apartment  
                         District
- No. 33     Kow You Cook  
            Location - 2325 Liliha Street  
            Purpose - Rooming house in a Class "A" Residential District
- No. 34     Bishop Estate  
            Location - Moiliili Quarry  
            Purpose - Installation of gas storage tanks in an  
                         unrestricted Residential District
- No. 35     Honolulu Gas Company  
            Location - Puuloa Road  
            Purpose - Installation of gas storage tanks in an  
                         unrestricted Residential District
- No. 36     Byron O. Masley  
            Location - Kapiolani Boulevard and Kalakaua Avenue  
            Purpose - Auto repairing in a Hotel and Apartment District
- No. 37     Aloha Broadcasting Company, Limited  
            Location - Between Makaoe Lane and Hobron Lane  
            Purpose - Broadcasting station in a Hotel and Apartment  
                         District
- No. 38     Hawaiian Electric Company, Limited  
            Location - Koko Drive and Pahulu Place  
            Purpose - Electric sub-station in a Class "A" Residential  
                         District
- No. 39     Love's Biscuit and Bread Company  
            Location - Kapahulu Avenue  
            Purpose - Warehouse for storing flour in a Hotel and  
                         Apartment District

#### Rural Protective Highway Zoning:

During the year, studies were made with regard to the feasibility of zoning for rural residential on both sides of main highways around the island of Oahu. This type of zoning is desirable in order

to protect the use of property along the main highway against undesirable use. The Commission's proposal is to zone on both sides of the main highway as Rural Residential, outlining the uses that will be permitted within the protective area, depending upon the sizes of the lot.

Unless some restriction is imposed on the commercial exploitation of the rural highways, it is clear that filling stations, hot dog stands, garages, fruit stands, and other shops and stores will soon be scattered along the margins of the highways to attract customers from passing traffic.

Traffic congestion along the highways is greatly increased where commercial exploitation is allowed, and as such the efficiency of the roadway for moving traffic is seriously reduced. Evidence of this haphazard type of development is noticeable along certain sections of Kamehameha Highway. The general desirability of efficient and attractive rural highways around the island of Oahu is a matter of great importance to the future tourists' trade for the City and County of Honolulu, for probably more than half of all the driving on rural highways is for recreation and social purposes.

This matter of protective highway zoning has been discussed with the Mayor and Board of Supervisors, who have given their sanction to proceed with the necessary public hearing on this matter. The Commission hopes to complete this study within the early part of 1946.

#### Housing:

The City Planning Commission realizes that there is a great need for additional housing facilities and is eager to help to provide essential accommodations where that can be done without undue detriment to the residential areas.



To this end, your City Planning Commission took an active part in the study of sites for much needed low cost public emergency housing in cooperation with other governmental agencies. Several proposed desirable locations for the construction of emergency housing projects were submitted to the Subcommittee on Congested Areas of the House Committee on Naval Affairs.

Several meetings were held with Territory and Federal governmental agencies on this important problem. The Commission cooperated with the Federal Public Housing Agency and recommended variances from existing zoning regulations to permit the construction of emergency housing in certain residential districts.

The Commission's Engineer appeared before the Subcommittee on Congested Areas of the House Committee on Naval Affairs and advocated the urgent need for temporary housing of the "Kalihi Type" to meet demands of the increased population of the City and County of Honolulu brought about by the influx of war workers.

The need for housing today is as critical as it was during the war period and your Planning Commission will continue to cooperate with other government agencies to the end that those in dire need of housing will be accommodated.

#### Civic Center:

Recognizing that new governmental offices will be constructed in the future for administrative office, the City Planning Commission has explored the possibilities of a civic center, which will bring the governmental offices into a convenient group and give some dignity and character to the public buildings of the city.

After holding meetings with the Territorial Post-War Planning Board on various schemes proposed by them, the City Planning Commission adopted the civic center site proposed by them as the most logical and feasible because the site suggested embraces the present civic center, which is a part of Hawaii and of Honolulu that is picturesque, beautiful, and historical.

The area proposed for the expansion of the civic center is bounded by Richards, Beretania, Emma, Kukui, and Fort Streets; the proposed Vineyard Street Arterial; Lusitana, Alapai, South, and Kawaiahao Streets, Mission Lane, Queen (ewa of and parallel to Punchbowl Street), and Halekauwila Streets and Ala Moana. Detailed discussion on this phase of the Master Plan together with the proposed plan is incorporated in the Commission's Master Plan report covering the years 1939-1944. Various public hearings were held on this phase of the Master Plan and same formally adopted on February 23, 1945.

#### Rural Civic Center:

Requests from the Wahiawa, Kaneohe, and Kailua Community Associations have been received by the Commission during the past year for proposed civic center plans for these fast-growing communities.

The Commission has made some suggestions as to the possible site or sites for civic center locations for these three rural areas. More detailed study is required, however, before any plan is adopted. It is hoped that the coming year will see the culmination of a civic center plan for the Wahiawa, Kaneohe, and Kailua sections of rural Oahu.



### Off-Street Parking:

Lack of adequate off-street parking is probably the greatest single traffic problem confronting the merchants and property owners of the central business district of Honolulu and the City and County officials. When from twenty-five (25) to fifty (50) per cent of the street width is rendered useless to moving vehicles because of parking, those vehicles are restricted to only one or two lanes in either direction. Result: loss of time, congestion, and increased operating costs. Parking is an integral part of motor transportation, important to the driver of the vehicle as is the airport to the pilot of a plane.

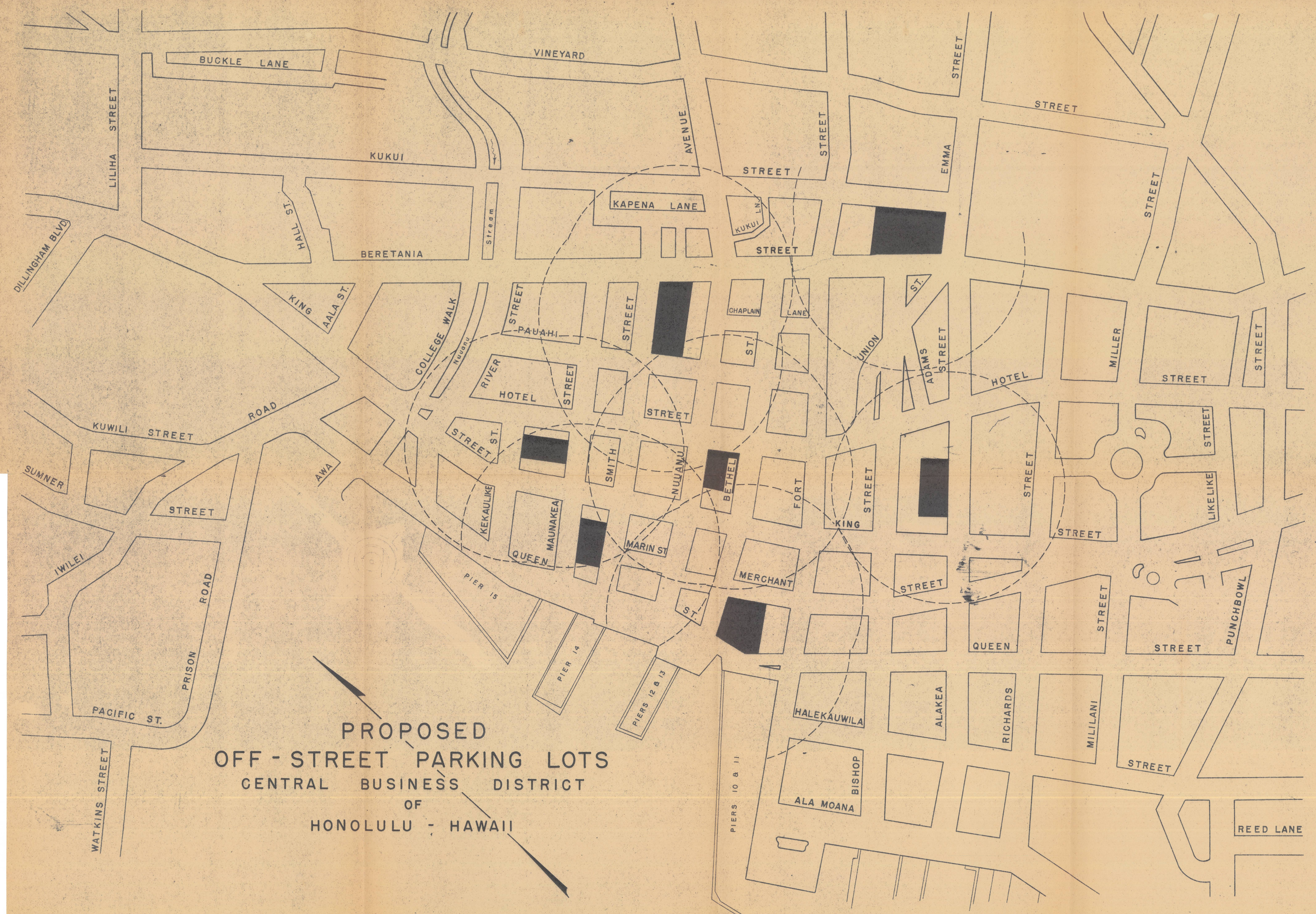
That there is a growing recognition of the value of the need for properly controlled and regulated off-street parking facilities is evidenced by the fact that more and more municipalities and business establishments, individually and collectively, on mainland cities are providing free or low cost off-street parking facilities. This experience is further evidenced by the increasing number of parking facility requirements being incorporated in building code and zoning regulations. To this end, your City Planning Commission has adopted a policy in the creation of new business districts that the owners or applicants provide off-street parking on the basis of a 60/40 ratio--that is, 60% of the area to be covered by building, and the remaining 40% as vacant area to be made available for off-street parking.

### Location of Off-Street Parking Terminals:

Off-street parking and terminal facilities must be of such a nature and so located as to permit ready and convenient access. They should be designed so as to relieve motorists of all anxiety as to time limitations and security of their parked cars. Actual experience



PROPOSED  
OFF - STREET PARKING LOTS  
CENTRAL BUSINESS DISTRICT  
OF  
HONOLULU - HAWAII



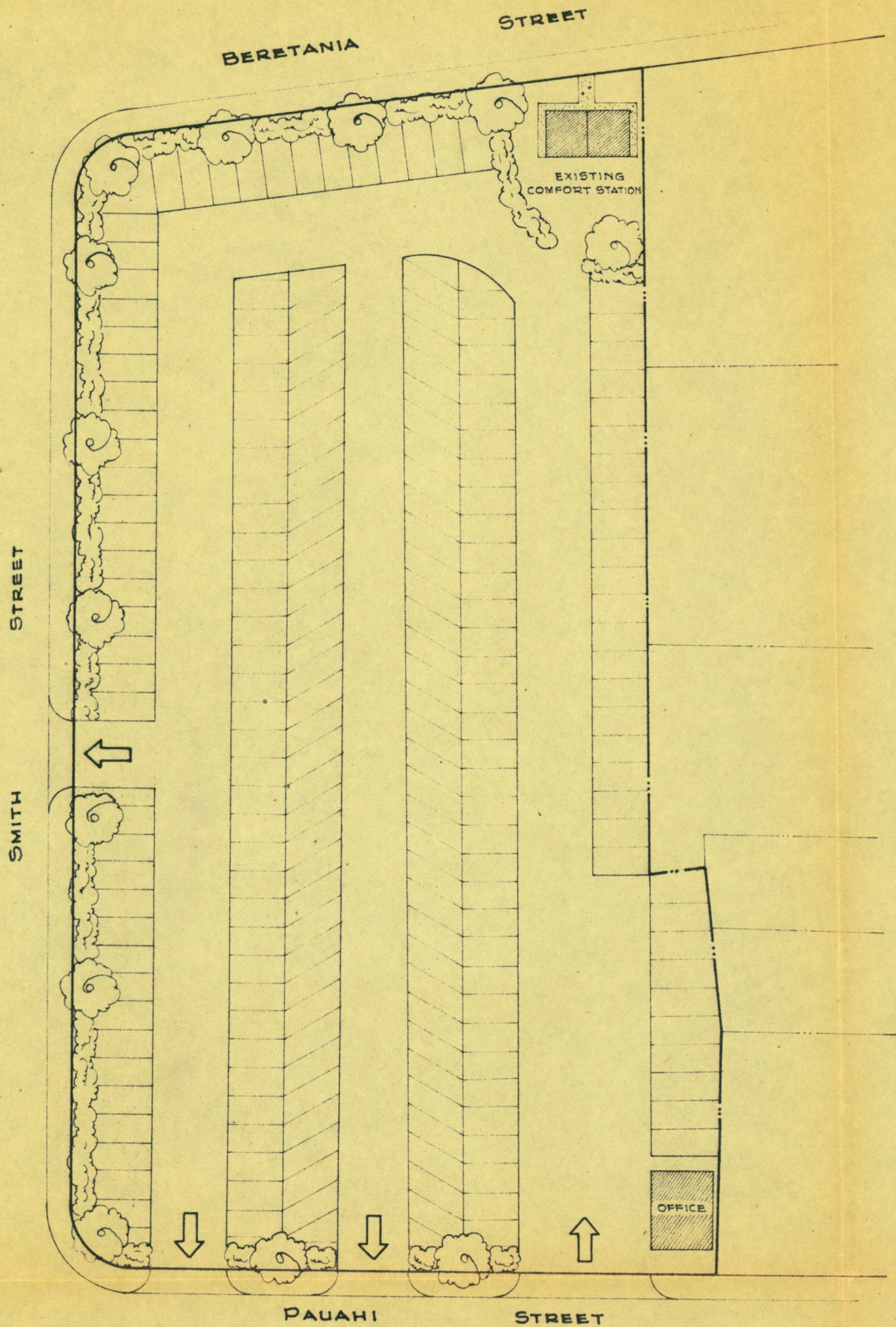


of studies made by cities on the mainland indicates that off-street parking lots and buildings should be so located as to provide a minimum walking distance of from 500 to 1,000 feet (preferably 500 feet). Adhering to this practice allows the vehicle users to reach its objectives with a minimum of inconvenience.

Proposed Off-Street Parking Terminals:

The City Planning Commission, in its study for much needed off-street parking facilities, makes the following recommendations as to desirable locations, together with the estimated cost and number of stalls that will be available:





**TYPICAL PLAN  
MUNICIPAL OFF-STREET PARKING**

CITY PLANNING COMMISSION  
CITY AND COUNTY OF HONOLULU

10 20 30 40 50



PROPOSED DOWNTOWN PARKING LOTS

	1	2	3	4	5	6	7	8
SITE	AREA IN ACRES	NUMBER OF STALLS NO BLDG.	NO. OF STALLS WITH BLDG.	COST LAND & IMPR.	COST PAV. OPEN PARKING NO BLDG.	COST CONST. OF PARKING	TOTAL COST NO BLDG. 4 / 5	TOTAL COST WITH BLDG. 4 / 6
1. Beretania, Smith, Pauahi	1.64	210	550 <del>X</del>	310,000	16,000	520,000	326,000	830,000
2. Emma, Beretania, Kukui <sup>1</sup>	4.10	540	<sup>540</sup> (No Bldg)	550,000	40,000	-----	590,000	590,000
3. Maunakea, Queen, Smith	0.79	100	250 <del>X</del>	135,000	6,000	240,000	141,000	375,000
4. Hotel, Alakea, King	1.28	190	400 <del>X</del>	478,000	15,000	360,000	493,000	838,000
5. Hotel, Nuuanu, Bethel	0.82	100	290 <del>XX</del>	547,000	7,000	370,000	554,000	917,000
6. Kaahumanu, Merchant, Fort, and Queen	1.40	200	500 <del>X</del>	640,000	17,000	480,000	657,000	1120,000
7. Kekaulike Street <sup>2</sup>	(NOT INCLUDED)							
ESTIMATED TOTAL	10.03	1340	2530	2,660,000	101,000	1970,000	2761,000	4670,000

~~X~~ 2 stories

~~XX~~ 3 stories

NOTE: 1. No building contemplated for this area. However, with the construction of a two-story building, an additional 1,000 car stalls can be provided, making a total of 3,530 car stalls. Cost of erecting building on this site is approximately \$490,000.

2. Kekaulike parking area under process of acquisition by City and County.

These locations seem to be centrally located and within easy walking distances of the various business houses and retail stores as noted on attached plan.

These proposed off-street parking facilities include the erection of two-story and three-story buildings.

Method of Financing Off-Street Parking:

Reasonably, those who create the demand for parking and terminal facilities and those who benefit from motor vehicle borne trade should pay a substantial part of cost to provide the necessary facilities. It would be unfair to assess all the cost of off-street parking to the automobile user.

The City and County government would benefit from a program of this nature because it would help to relieve the congestion of traffic on the narrow downtown streets by the prohibition of parking along the curb. Prohibiting parking along the curb will make available an additional lane or two for moving traffic. This would be far more economical than to enter into a program of widening streets. On the basis of benefit to the municipal government, it might be reasonable to assume that the City and County would participate in the financing of this important project. The motorists, on the basis of convenience and time-saving, can well be considered in the study of the various methods of financing this project and to that end be assessed a minimum fee for parking.

The City Planning Commission, together with a committee of representative businessmen after careful study of the various methods proposed for financing this important project, recommends the financing of this important project under the improvement statutes with the property owners paying one-third of the cost on the area basis,

the City and County one-third, and the motorists on a fee charge of \$0.10 per hour.

On the basis of the estimated cost of \$5,000,000 for the completion of this proposed program, the property owners' share within the proposed improvement district bounded by River Street, Kukui Street, Emma Street, Barotania Street, Richards Street, Halekauwila Street, Fort Street, and Queen Street will amount to approximately \$0.51 per square foot.

#### Revenue Expected from Fee Charge:

A brief analysis of the anticipated revenue that can be realized from the motorists through a fee charge of \$0.10 per hour is outlined herein. Alternate plans were discussed for the benefit of being conservative in arriving at anticipated revenue which would help in the financing of this project.

Plan "A" taking into consideration a 60% turnover for a ten-hour day.

Plan "B" taking into consideration a 50% turnover for a nine-hour day.

#### Plan "A"

Total number of car stalls -- 2,530 (based on immediate need)

With rate of \$0.10 per hour for ten hours per day, the amount of revenue estimated per day is \$1.00 per stall.

Taking into consideration that the turnover for stall spaces will be 60%, the amount of revenue per stall per day will be \$0.60.

On the basis of \$0.60 fee per day per stall, the estimated revenue for 2,530 car stalls (present day needs) will be as follows:

Amount per day -  $0.60 \times 2,530 = \$1,518.00$

Amount per month - 25 working days -  $25 \times \$1,518 =$   
\$37,950.00

Amount per year -  $12 \times 37,950 = \$455,400.00$

Estimated cost of maintenance of parking building:

For one parking lot and building, the estimated maintenance cost is:

1 checker @ \$200 per month	\$200.00
2 attendants @ \$150 per month	300.00
2 janitors @ \$125 per month	250.00
Miscellaneous (electricity, water, etc.)	<u>150.00</u>

TOTAL \$900.00

For estimated purpose, say \$1,000 per lot and building, and for six lots and buildings, the cost per month will total \$6,000.00, or a total cost of \$72,000 per year.

Total estimated revenue per year (based on fee charge of \$0.10 per hour) \$455,400.00

Estimated expenditure for maintenance per year 72,000.00

NET PER YEAR \$383,400.00

With interest rate of 5% per year, the motorists' share of \$1,667,000 can be paid off in approximately five years, and the amount of \$3,333,000, motorists' plus City and County's share can be amortized in approximately twelve years.

Plan "B"

Taking into consideration a 50% turnover for a nine-hour day.

Total number of car stalls - 2,530 (immediate need)

With rate of \$0.10 per hour for nine hours per day, the amount of revenue estimated per day per stall will amount to \$0.90.

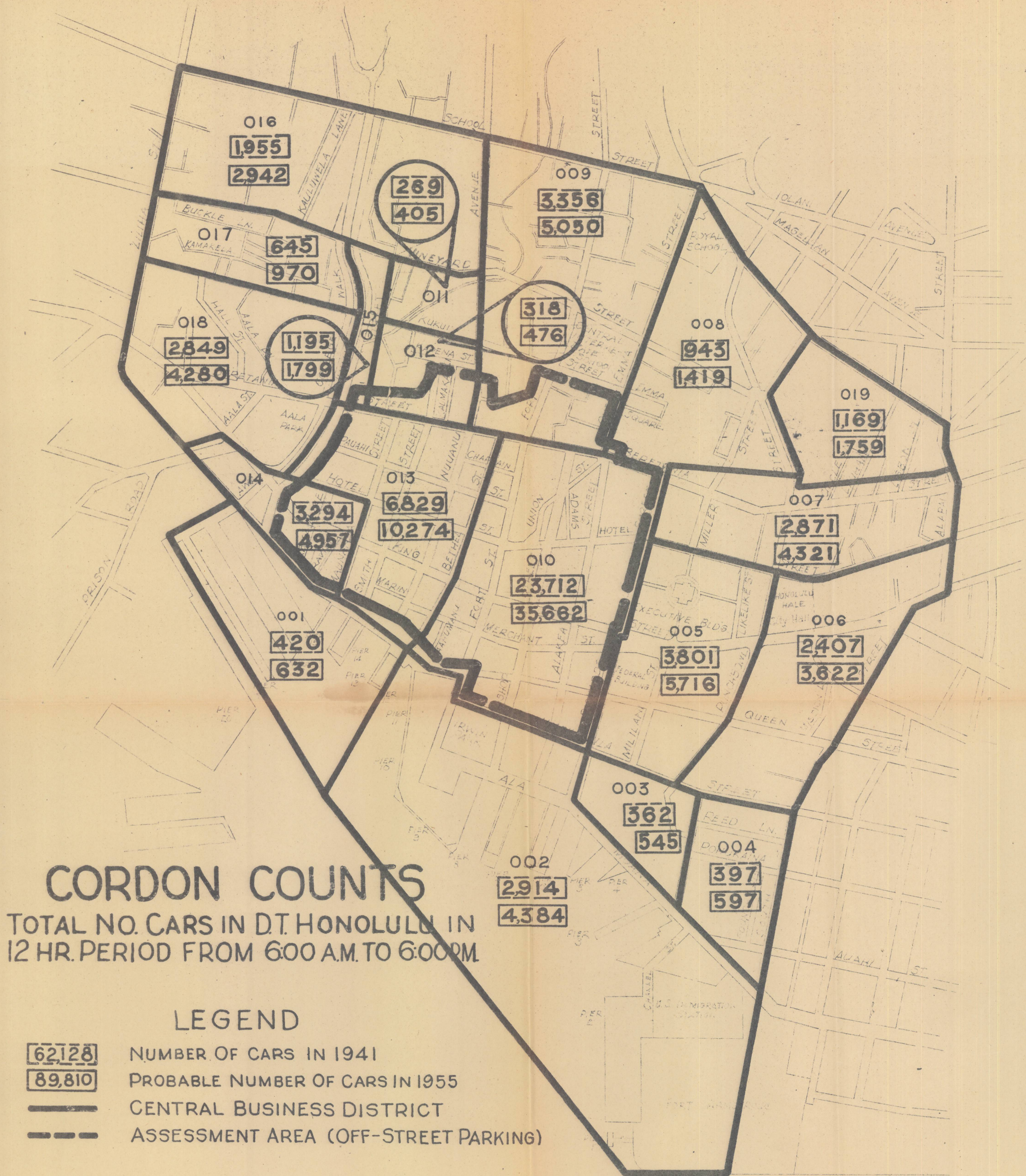
Taking into consideration the turnover for stall spaces will be 50%. The amount of revenue per stall per day will be \$0.45.

On the basis of \$0.45 fee per day per stall, the estimated revenue for 2,530 car stalls (present day needs) will be as follows:

Amount per day -  $0.45 \times 2,530 = \$1,140$   
Amount per month - 25 working days -  $25 \times 1,140 =$   
\$2,850  
Amount per year -  $12 \times 2,850 = \$342,000$

Cost of maintenance of parking building estimated at \$80,000 per year.







Total estimated revenue per year at \$0.10	\$342,000.00
Estimated expenditure for maintenance	<u>80,000.00</u>
NET PER YEAR	\$282,000.00

With interest rate of 5% per year, the motorists' share of \$1,667,000 can be paid off in approximately seven (7) years and the 2/3 amount of \$3,333,000 motorists' plus City and County's share can be amortized in approximately 18 years.

From the anticipated revenue from fee charges, it could be seen that the project could be financed almost entirely by the motorists and the property owners, with the City and County lending its credit.

This proposed off-street parking project has the approval and endorsement of the Honolulu Chamber of Commerce and the Committee of representative businessmen who assisted your City Planning Commission in its study of this all important project for the benefit of the merchants, property owners, motorists, and other interested and affected parties and the City and County government.

On the basis of the importance of this project to provide necessary off-street parking facilities to serve the congested central business district, it seems only reasonable and logical that the property owners, merchants, and other interested and affected property owners within the downtown business district will cooperate with a program for providing necessary off-street parking. This will give the patrons of this area parking and street facilities that will encourage shopping and business activities. Failure to do so will mean the disruption of this important tax structure and force the Planning Commission to encourage the opening of new business areas on the outskirts where off-street parking will be provided for the automobile shoppers.

This matter is now before the Mayor and Board of Supervisors for their consideration.

### Relocating Piggeries:

The question of relocating the piggeries from within the city limits of Honolulu to a suitable site in the rural areas was discussed at a joint meeting of various governmental agencies and interested businessmen at a meeting sponsored by the Honolulu Chamber of Commerce.

The need for making available land within the city limits for much needed homes prompted the Honolulu Chamber of Commerce to call this meeting.

It was the consensus of opinion of those present that pig raising within the city limits was undesirable and uneconomical let alone detrimental to health and welfare of this fast-growing city. Further, it was the opinion of those present at this meeting that the City and County elected officials should pass an ordinance compelling the hog raisers to move outside of the city limits.

The Mayor and Board of Supervisors, realizing the importance of the hog industry to the community and agreeing that hog raising within the congested city limits of Honolulu was not to the best interest of the community, requested the City Planning Commission to make a thorough study of this problem and to recommend suitable rural areas where the hog raisers could move.

The City Planning Commission held several meetings with representatives of the Chamber of Commerce, the Board of Health, University of Hawaii, and Board of Agriculture on this important project. Several sites were suggested and visited by the representatives of these agencies.

The Waikakalau Gulch at Wahiawa seemed to be a desirable area for relocating the hog raisers from the Kalihi Valley area; however,

due to its topography and the cost of constructing necessary street improvements and water, it was decided that this area was not desirable if more suitable areas could be found.

Kunia Plains at Ewa was also considered as a possible site, but here again the lack of suitable area and utilities such as water and electric power led to the abandoning of the area as desirable for hog raising.

The Commission continued its search for suitable areas and at present is negotiating with the Dowsett Company, Limited, as to the possibility of using land owned by them at Ewa-Puuloa, containing approximately five hundred (500) acres for relocation of the hog industry. The Dowsett Company, Limited, expressed its willingness to cooperate if the Navy Department would return this property, which at present is not being used and overgrown with shrubberies. The Navy has only made a token payment for the property. The City Planning Commission, likewise, wrote to the Commandant of the Fourteenth Naval District, outlining the need of this undeveloped land for relocating the hog industry. The Navy Department has informed the Commission that they have no intention of releasing this land back to the owners because of their proposed expansion program.

The Commission feels that an all out effort should be made to have the Navy Department return this land to the Dowsett Company, Limited, in order that the hog raisers could be provided with sufficient land to continue the raising of pigs which is an important industry and one that should be encouraged. To this end, the Commission has written to Delegate Joseph R. Farrington to intercede with the Navy Department on this important matter.



Another possible site is the area used by the Army as an air-field during the war at Kipapa. This area has street improvements and utilities, including water and sewage system already constructed by the Army. This area would be very desirable for the raising of pigs and would be less expensive for the hog raisers to relocate. Like the Ewa-Puuloa area, it is ideally located to the transportation lines and in close proximity to community centers and schools.

At the time of this writing, the Commission has had no definite recommendations to make because of the uncertainties regarding the two desirable sites mentioned herein. However, your Planning Commission will continue its efforts of finding a desirable site or sites for relocating the hog raisers outside of the city limits of Honolulu and ask the cooperation of other Territory and City and County governmental agencies.

### Master Plan:

During the year just past with the increase in routine activities as noted, the Commission's engineering staff and personnel continued its work on the Master Plan and the steps toward its realization. The work on the Master Plan, completed to date, takes into consideration land use studies and much needed street improvements including widening and extension, parks and playgrounds, location of Honolulu civic centers, proposed sites for school expansion, and off-street parking facilities. The Master Plan studies during the year included the establishment of street grades and proposed drainage systems for certain sections of the city now under process of being developed. Perhaps one of the most important phase of the Master Plan now being explored is the need for redevelopment of our deteriorated and outmoded areas. This requires urban redevelopment legislation.

Several meetings with various other governmental agencies interested in this phase of Honolulu's modernization have been held to the end that urban redevelopment legislation will be submitted to the next legislature for enactment into law, giving your municipal government powers to use its power of eminent domain for the purpose of redeveloping our slums and deteriorated areas in order that these areas could provide suitable in town living.

It is the earnest desire of your Commission to make rapid progress in the completion of the Master Plan for the city of Honolulu.

Street Names:

On recommendation of the City Planning Commission, the following street names were adopted within the City and County of Honolulu during the year 1945:

1. GOODALE ROAD - Resolution No. 65

Change in name from Haleiwa Road. Beginning from Haleiwa Hotel Road junction with Kamehameha Highway, following an alignment which passes by Waialua Elementary School and Waialua Plantation office, intersecting with Farrington Highway.

2. KEHAU PLACE

Off Palolo Avenue, between Pukele Avenue and Ahinahina Place. Private roadway in the Higa Tract Subdivision.

3. KINO STREET

Woka Tract, Kalihi - mauka of School Street, ewa of Kalihi Stream.

4. LIMA STREET - Resolution No. 212

Woka Tract, Kalihi - off Kino Street

5. KAUHANA STREET

Off Palolo Avenue, Palolo Rainbow Terrace Subdivision.

6. KAUHANA PLACE

Dead-end street within the Rainbow Terrace Subdivision.

7. KOLOWALO STREET

Manoa War Housing Project. Extension of present Kolowalo Street through the project.

8. WAAHILA STREET

Manoa War Housing Project.

9. KALOALUIKI STREET

Manoa War Housing Project.

10. LOI STREET

Manoa War Housing Project.

11. KANU STREET

Manoa War Housing Project which replaces Kanu Road.

12. EHUKAI STREET

Koko Head - mauka of Kalaniana'ole Highway.

13. KOKEA STREET

Off Dillingham Boulevard. Change in name from Ala Koko Road.

14. KOHOU STREET

Off Dillingham Boulevard. Change in name from Ala Ewa.

15. KALUA PLACE

Off Palolo Avenue.



Personnel:

During the past year, the Commission's engineering staff varied from five to eight men on full-time status. One senior clerk-stenographer and one assistant clerk-stenographer make up the clerical staff of the City Planning Commission.

It is earnestly hoped now that the war has ended, that additional help will be available to fill existing vacancies in its engineering staff, to the end that better progress could be made on the work required of the Commission.

FINANCIAL STATEMENT

City Planning Budget for 1945:

Salaries and Wages	\$37,100.00
Other Personal Services	500.00
Contractural Services	1,440.00
Materials and Supplies	1,000.00
Fixed Charges	150.00
Equipment	<u>300.00</u>
 TOTAL	 \$40,490.00
Lapsed during the year	<u>10,100.00</u>
 NET	 \$30,390.00

Disbursements:

Salaries and Wages	\$27,157.55
Other Personal Services	500.00
Contractural Services	1,027.85
Materials and Supplies	951.80
Fixed Charges	163.00
Equipment	<u>88.87</u>
 TOTAL	 \$29,889.00

Unexpended Balance - December 31, 1945      \$501.00

Miscellaneous Non-Revenue Account:

Receipts from \$100 fees covering  
advertising costs in connection  
with public hearings on zoning  
changes

\$2,400.00

Disbursements X

2,634.13

X Disbursements over receipts covered by unexpended  
surplus.



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Honolulu. City Planning Commission.  
Annual report. Honolulu: 1920-1958.

Annual.

Library holdings: 1920, -21, 1921-22, -23,  
1923-24, -25 thru -27, -29 thru -33, -35 thru  
-39, -41 thru -58.

Continued by: Honolulu. Planning Dept.  
Annual report.

1. City planning - Oahu.
2. Honolulu - City planning.